

THAT WHICH IS CLAIMED:

1. A graphical user interface for providing air and ground traffic information to a pilot of an aircraft capable of navigating amongst both airborne and ground obstacles, said graphical user interface comprising:

5 an air traffic graphical panel displaying a plurality of air traffic symbols each representing one of the airborne obstacles; and

a ground traffic graphical panel positioned in visual proximity to the airborne traffic graphical panel, said ground traffic graphical panel displaying a plurality of ground traffic symbols each representing one of the ground obstacles;

10 wherein one of the graphical panels displays an own ship symbol representing the pilot's aircraft and having a position on the graphical panel relative to the other symbols on the graphical panel corresponding to actual relative positions of the obstacles relative to the pilot's aircraft.

2. A graphical user interface of Claim 1, wherein the air traffic symbols
15 represent other aircraft.

3. A graphical user interface of Claim 2, wherein the panels display additional track information about the pilot's aircraft and the other aircraft.

4. A graphical user interface of Claim 1, wherein the ground traffic symbols represent runways and other aircraft.

20 5. A method of changing a graphical interface to switch between displaying a single traffic graphical panel to simultaneously displaying both air and ground traffic graphical panels wherein each graphical panel includes a plurality of obstacle symbols corresponding to obstacles and an own ship symbol corresponding to a pilot's aircraft, said method comprising:

25 displaying one of the air and ground traffic panels;

detecting a triggering event; and

displaying simultaneously both the air and ground traffic panels,

wherein at least one of said displaying steps further comprises positioning the obstacle symbols and own ship symbol on the graphic panel relative to each other so that the obstacle symbols and own ship symbol correspond to relative physical positions of the obstacles and the pilot's aircraft.

- 5 6. A method of changing of Claim 4, wherein detecting the triggering event includes detecting a change in course of the pilot's aircraft.